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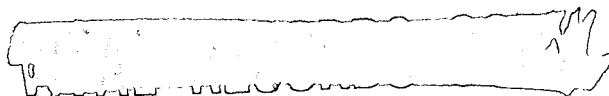
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IMAGERY
ANALYSIS
DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT



STATUS OF NORTH VIETNAMESE RAILROADS



Declass Review by NIMA/DOD

Report No. 17
CIA/PIR 75061

DATE Nov. 1966

GROUP 1
Excluded from automatic
downgrading and declassification

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WARNING

This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

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P R E F A C E

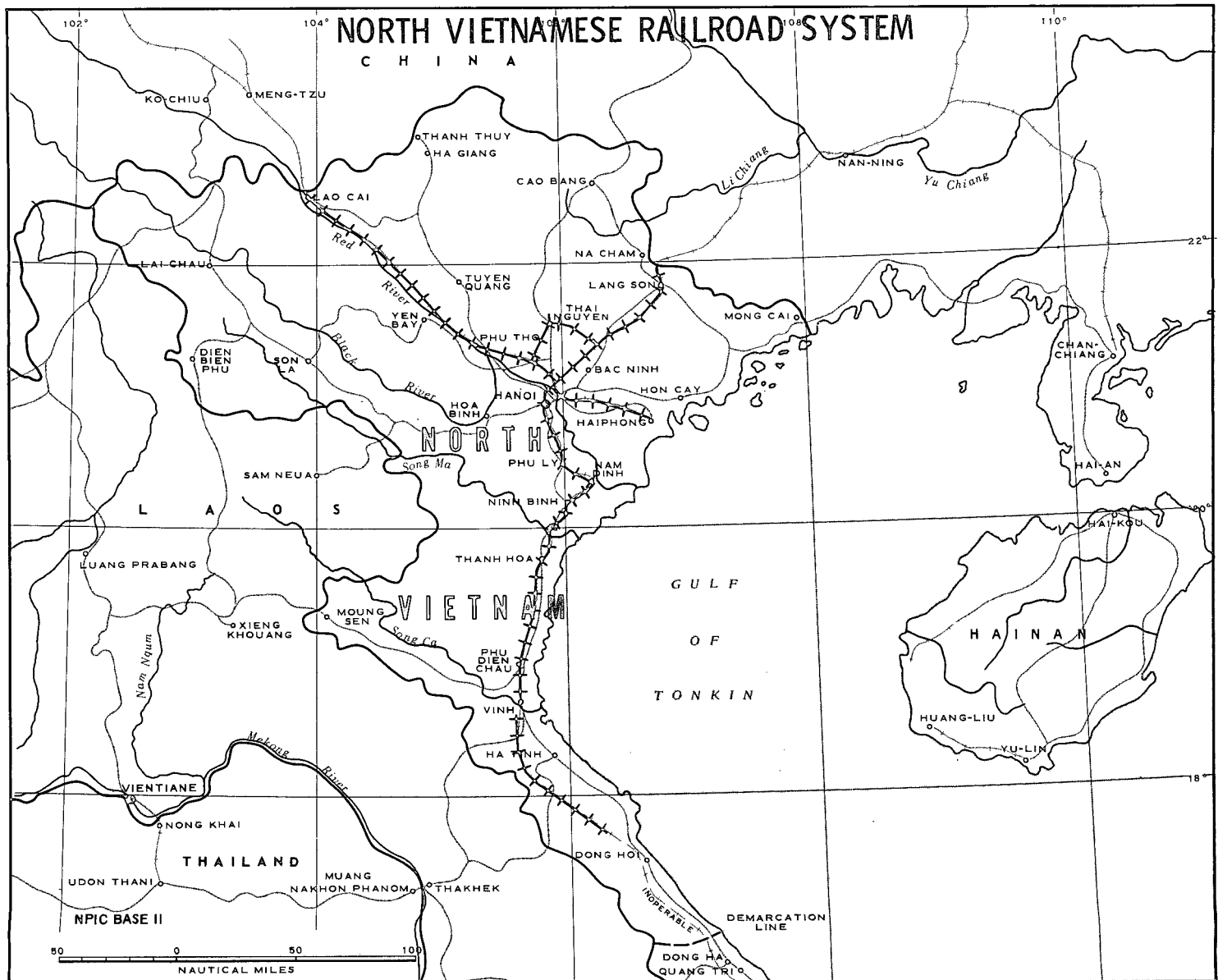
This report summarizes significant items of photo intelligence relating to the North Vietnamese railroad system which has been developed from available photography (received by the CIA Imagery Analysis Division) during the period indicated on the cover. This report is intended to provide a comprehensive view of the railroad system and does not necessarily reflect the most recent status changes as reported by pilots' reports or field photo intelligence cables.

The railroad system has been broken down into 5 major lines: the Hanoi/Lao Cai Line, the Hanoi/Dong Dang Line, the Hanoi/Haiphong Line, the Hanoi/Dong Hoi Line and the Thai Nguyen Line (Figure I). Annotated maps and photos are used to show the status of each line.

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[REDACTED]

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SUMMARY

The serviceability of the Hanoi/Lao Cai Rail Line continues to deteriorate during the reporting period. Six bridge interdictions were noted. There were 8 bridge interdictions noted on the Hanoi/Dong Hoi Rail Line. Although the serviceability of this line has steadily worsened since Report 8 ([REDACTED]) it appears that a concerted effort is being made to reopen the Hanoi-Vinh segment during this reporting period. Three main bridges have been reconstructed and 1 by-pass bridge has been completed. That portion of the Hanoi/Haiphong Rail Line covered by interpretable photography was open to through traffic.

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[REDACTED]

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FIGURE 2

KEY

All maps within this report have been keyed in the following manner:

- Main bridge bent - new serviceable.
- By-pass bridge or bridge serviceable.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ By-pass bridge under construction.
- Original bridge has not been damaged or destroyed based on available photography.
- General or rail line covered by available, interpretable photography.
- * Item of interest. Turn to the line number within the section for further information.

All intelligence developed within the reporting period is printed in red; other intelligence is printed in black.

Description of bridges numbered 1 through 75 can be found in CIAPR 6008, August 1960.

HANOI - LAO CAI
RAILROAD

0 5
STATUTE MILES

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ITEM OF INTEREST NO. 1: Hanoi/Lao Cai Rail Line

NAME: Pho Chang RR Bridge

BE:

COORDINATES: 21 51N - 104 43E, VK 712172

PHOTO REFERENCE:

MAP REFERENCE: JOG (A) 1501, NF 48-10

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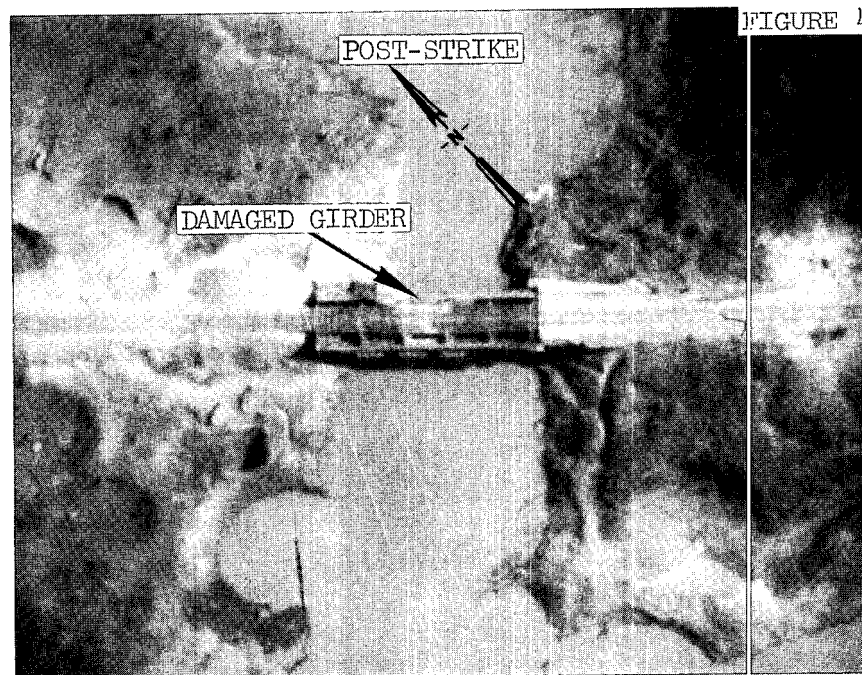
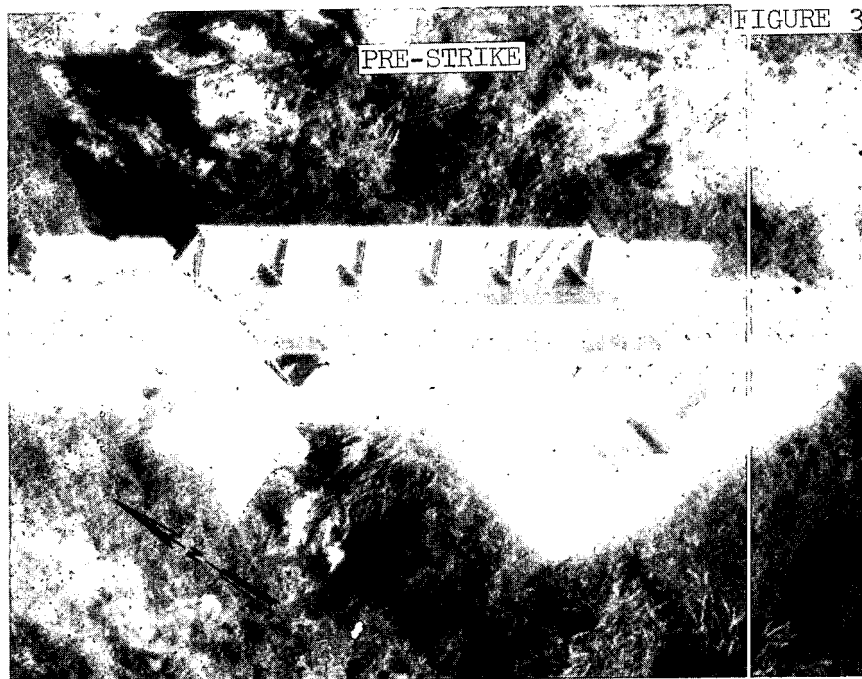
The single-span, half-through deck-girder Pho Chang Railroad Bridge is probably unserviceable. One of the girders has been severely damaged (Figure 4). No attempt to repair the girder is noted.

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ITEM OF INTEREST NO. 2: Hanoi/Lao Cai Rail Line

NAME: Lang Kay RR Bridge

BE:

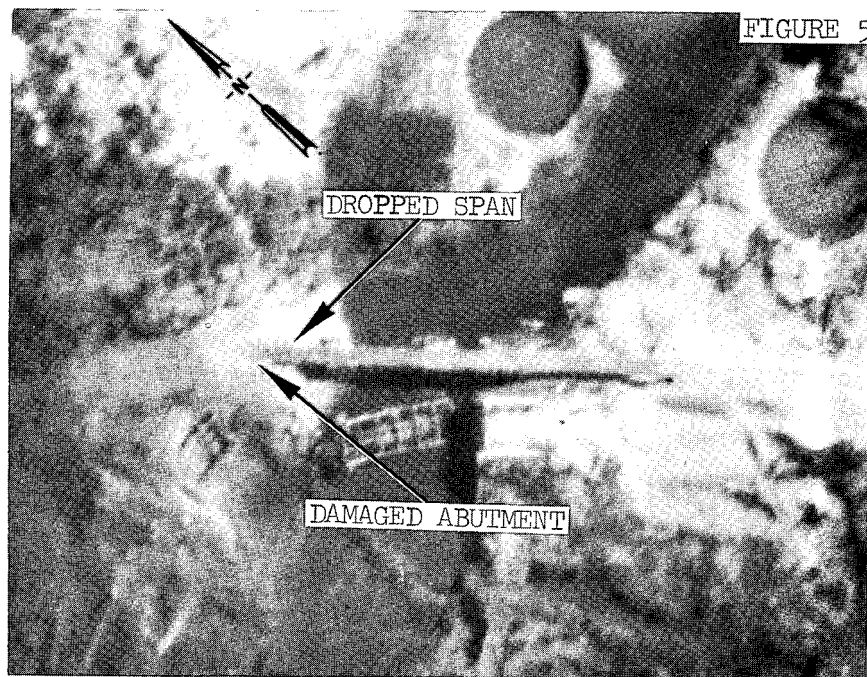
COORDINATES: 22 03N - 104 29E, VK 472394

PHOTO REFERENCE:

MAP REFERENCE: JOG (A) 1501, NF 48-6

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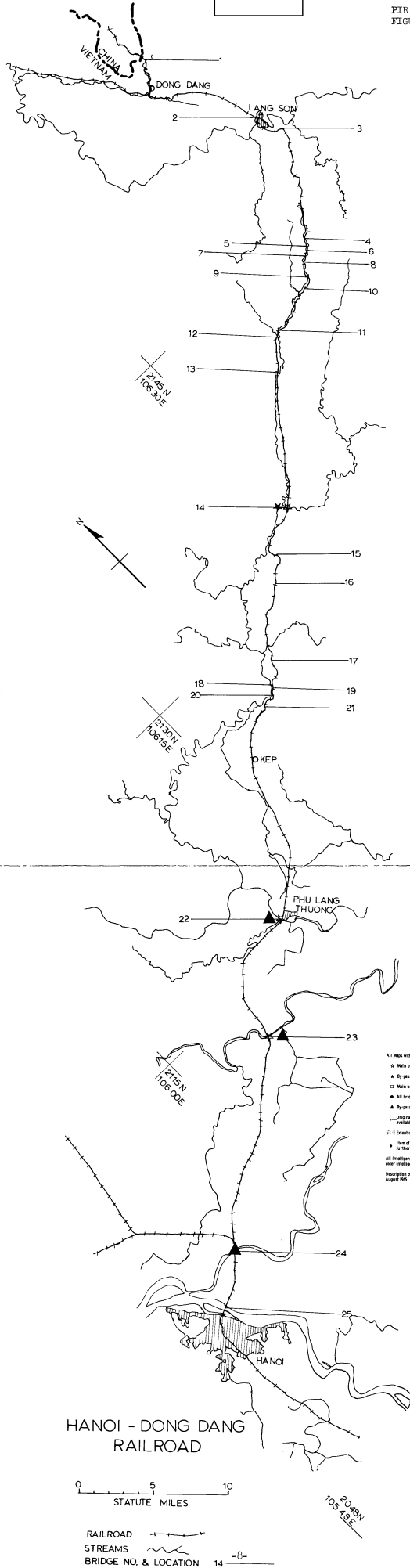
The 4-span, deck-type Lang Kay Railroad Bridge is unserviceable. One span has been partially dropped and 1 abutment has probably sustained heavy damage.



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FIGURE 6



KEY

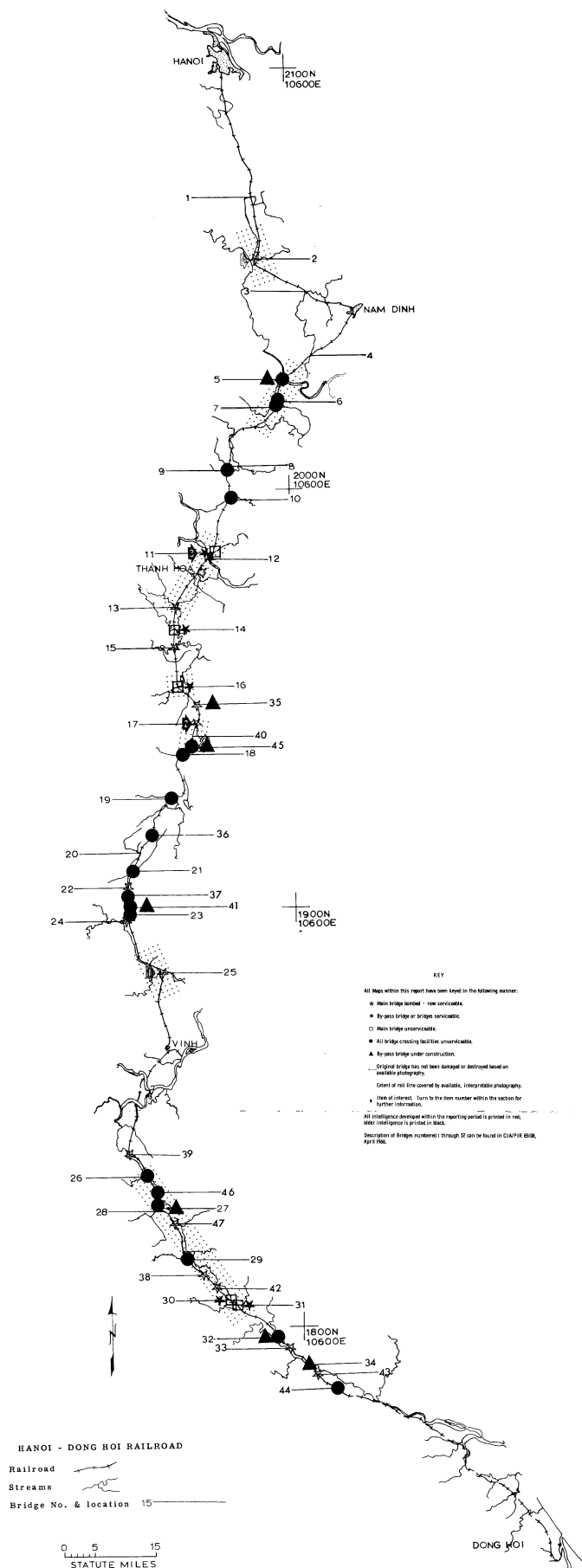
All Maps within this report have been based on the following sources:

- Main bridge located - new construction.
- By-pass bridge or bridge under construction.
- Main bridge under construction.
- All bridge crossing facilities under construction.
- By-pass bridge under construction.
- Original bridge has not been damaged or destroyed based on available intelligence.
- Extent of rail line covered by available, interpretable photography.
- Extent of rail line covered by available, interpretable photography.
- Extent of rail line covered by available, interpretable photography.

All intelligence developed within the reporting period is printed in red, other intelligence is printed in black.

Description of bridges numbered 1 through 25 can be found in CAPR 6004, August 1968.

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FIGURE 7

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ITEM OF INTEREST NO. 1: Hanoi/Dong Hoi Rail Line

NAME: Tam Da RR and Highway Bridge

BE:

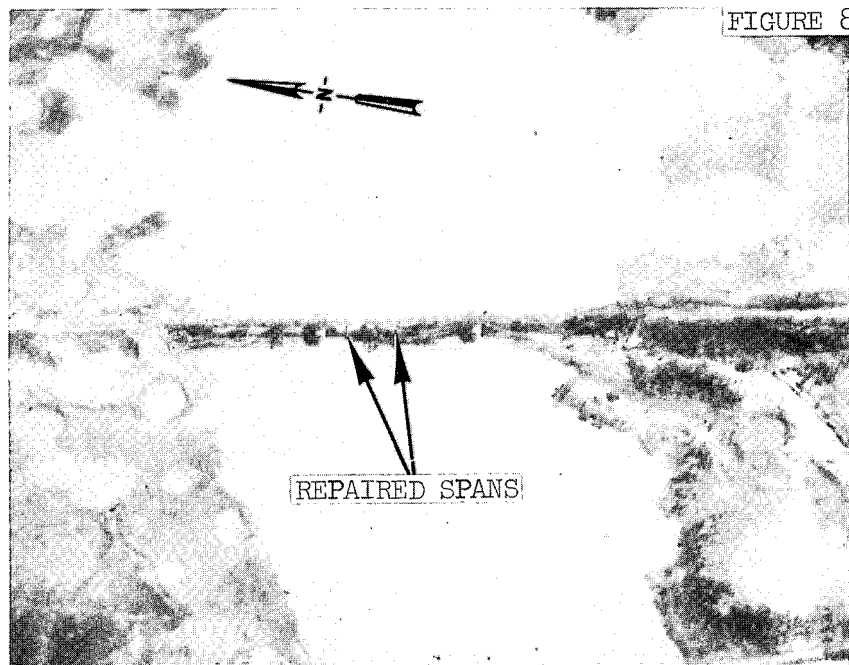
COORDINATES: 18 50N - 105 39E, WF 689840

PHOTO REFERENCE:

MAP REFERENCE: JOG (A) 1501, NE 48-7

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The deck-beam Tam Da railroad replacement bridge has been repaired and is serviceable to through rail traffic.



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ITEM OF INTEREST NO. 2: Hanoi/Dong Hoi Rail Line

NAME: Pha Quat RR Bridge

BE:

COORDINATES: 19 26N - 105 45E, WG 791498

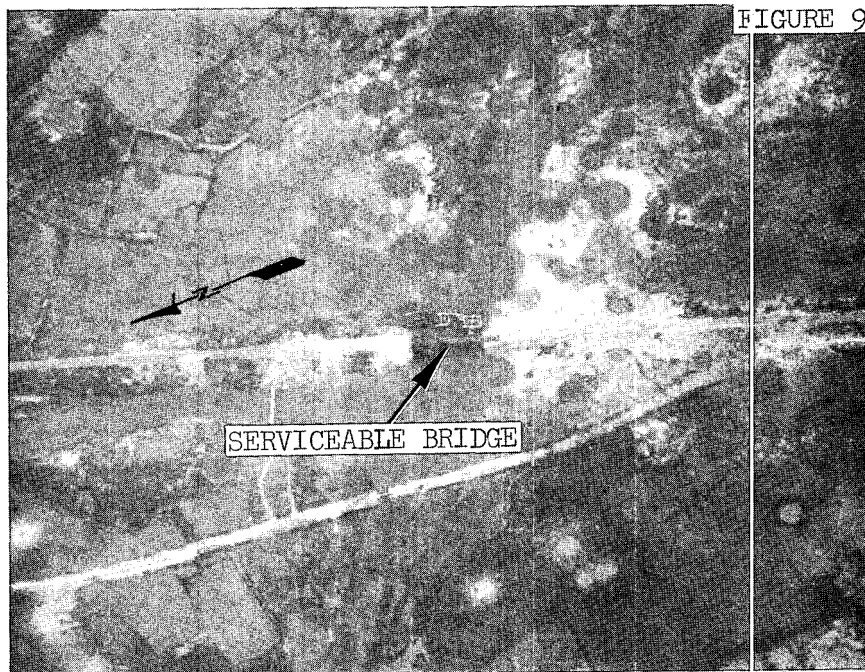
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PHOTO REFERENCE:

MAP REFERENCE: JOG (A) 1501, NE 48-3

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The 4-span, deck-beam Phu Quat Railroad Bridge has been repaired and is serviceable.



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ITEM OF INTEREST NO. 3: Hanoi/Dong Hoi Rail Line

NAME: Phuong Dinh RR Bridge By-Pass No. 1

BE: NA

COORDINATES: 19 51N - 105 48E, WG 842951

PHOTO REFERENCE:

MAP REFERENCE: JOG (A) 1501, NE 48-3

The multi-span, deck-beam Phong Dinh Railroad Bridge By-pass No. 1, previously reported as under construction in Report No. 16, has now been completed and is serviceable to through rail traffic. The main bridge [REDACTED] remains unserviceable.

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ITEM OF INTEREST NO. 4: Hanoi/Dong Hoi Rail Line

NAME: Phu Ly RR Bridge

BE:

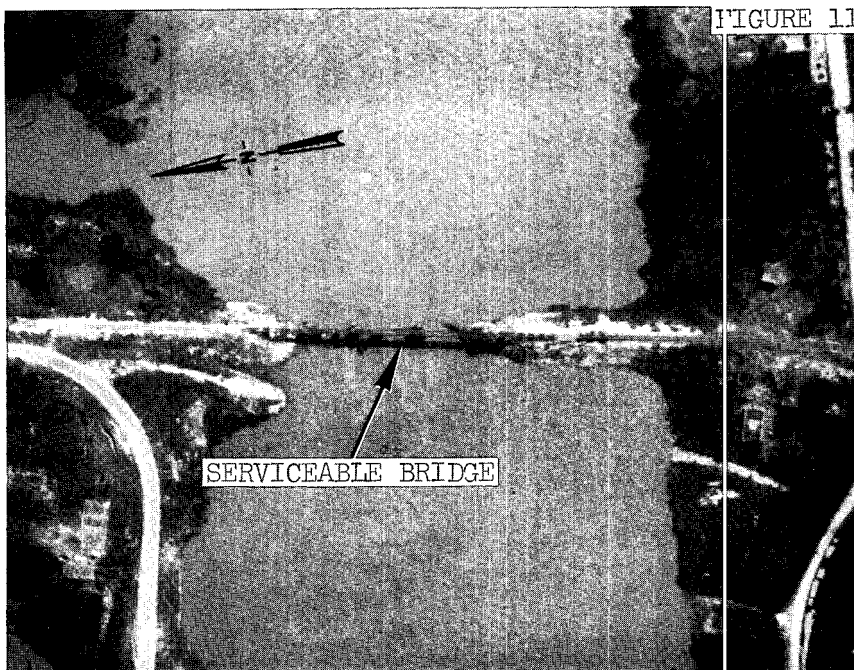
COORDINATES: 20 38N - 105 55E, WH 959721

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PHOTO REFERENCE:

MAP REFERENCE: JOG (A) 1501, NF 48-15

The multi-span, deck-beam Phu Ly Railroad Bridge has been repaired and is serviceable.

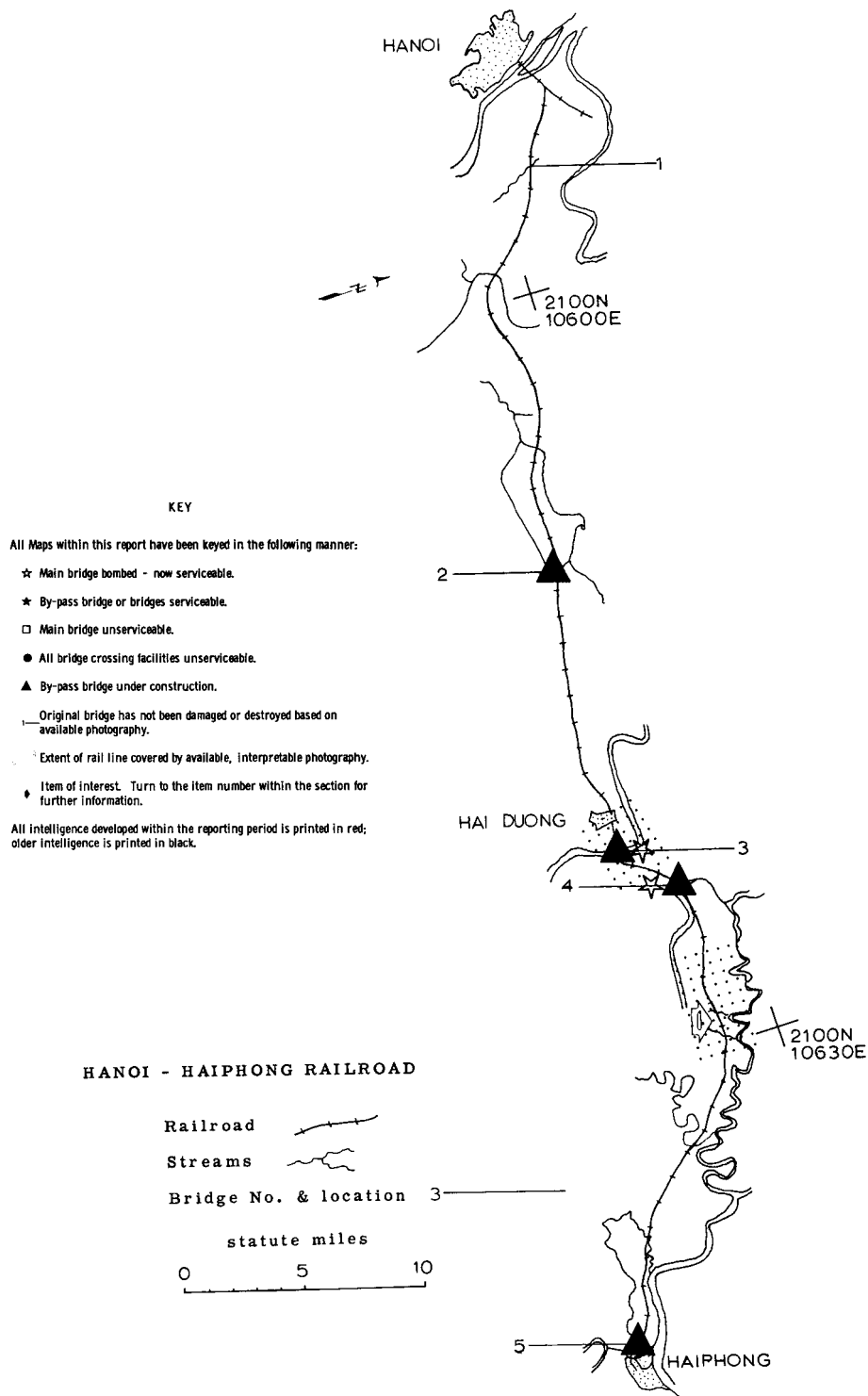


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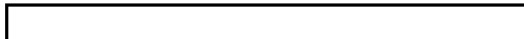
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FIGURE 12



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ITEM OF INTEREST NO. 1: Hanoi/Haiphong Rail Line

NAME: Train

BE: NA

COORDINATES: 20 58N - 106 29E, XJ 544197

PHOTO REFERENCE:

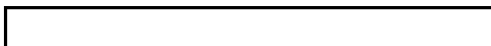


MAP REFERENCE: JOG (A) 1501, NF 48-15

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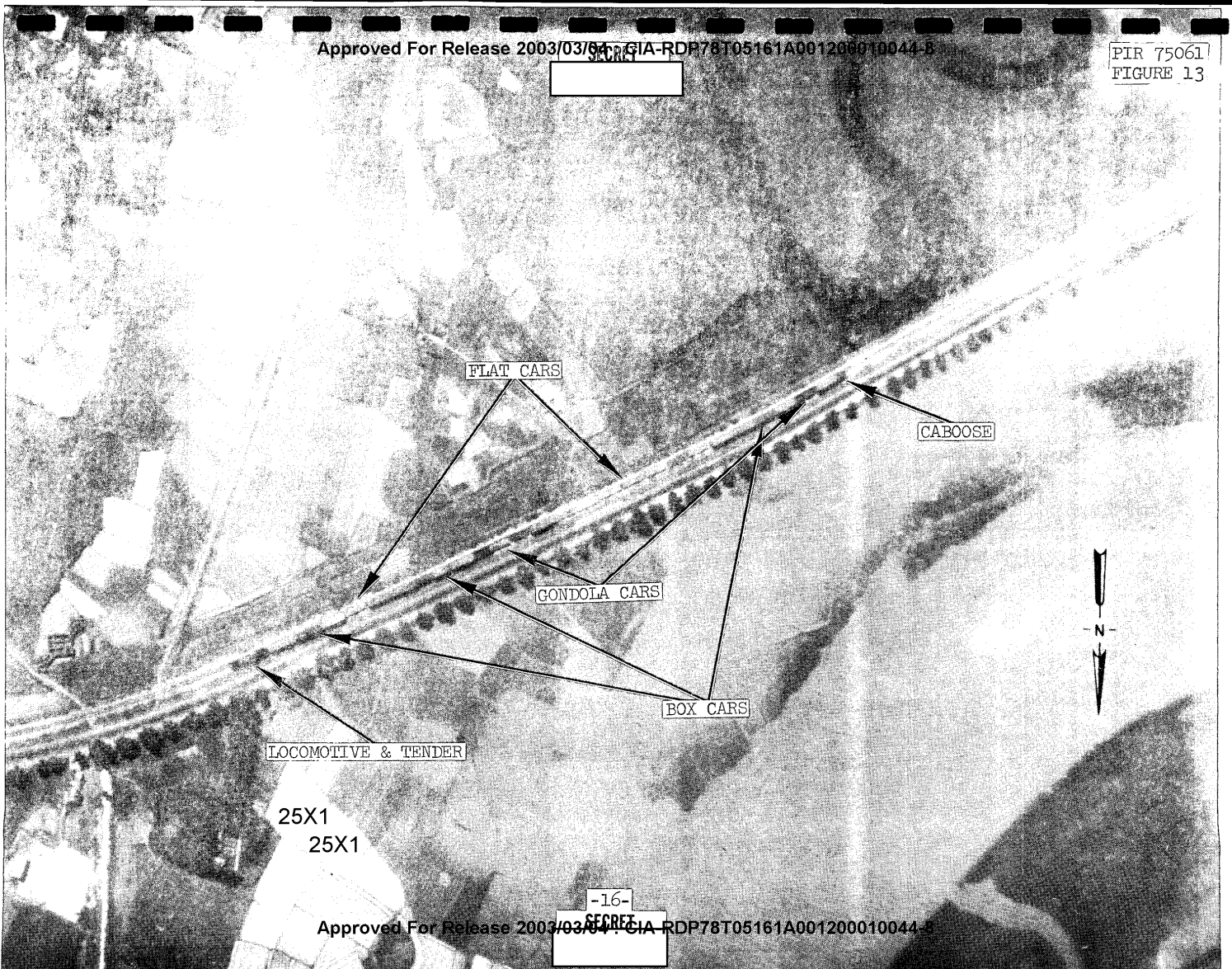
A motionless train composed of a locomotive and tender, 14 box cars, 8 flat cars, 4 gondola cars and a caboose was identified facing eastward toward Haiphong at UTM XJ 544197 on the Hanoi/Haiphong Rail Line. No cargo was noted on the flat cars or in the gondola cars.

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FIGURE 14

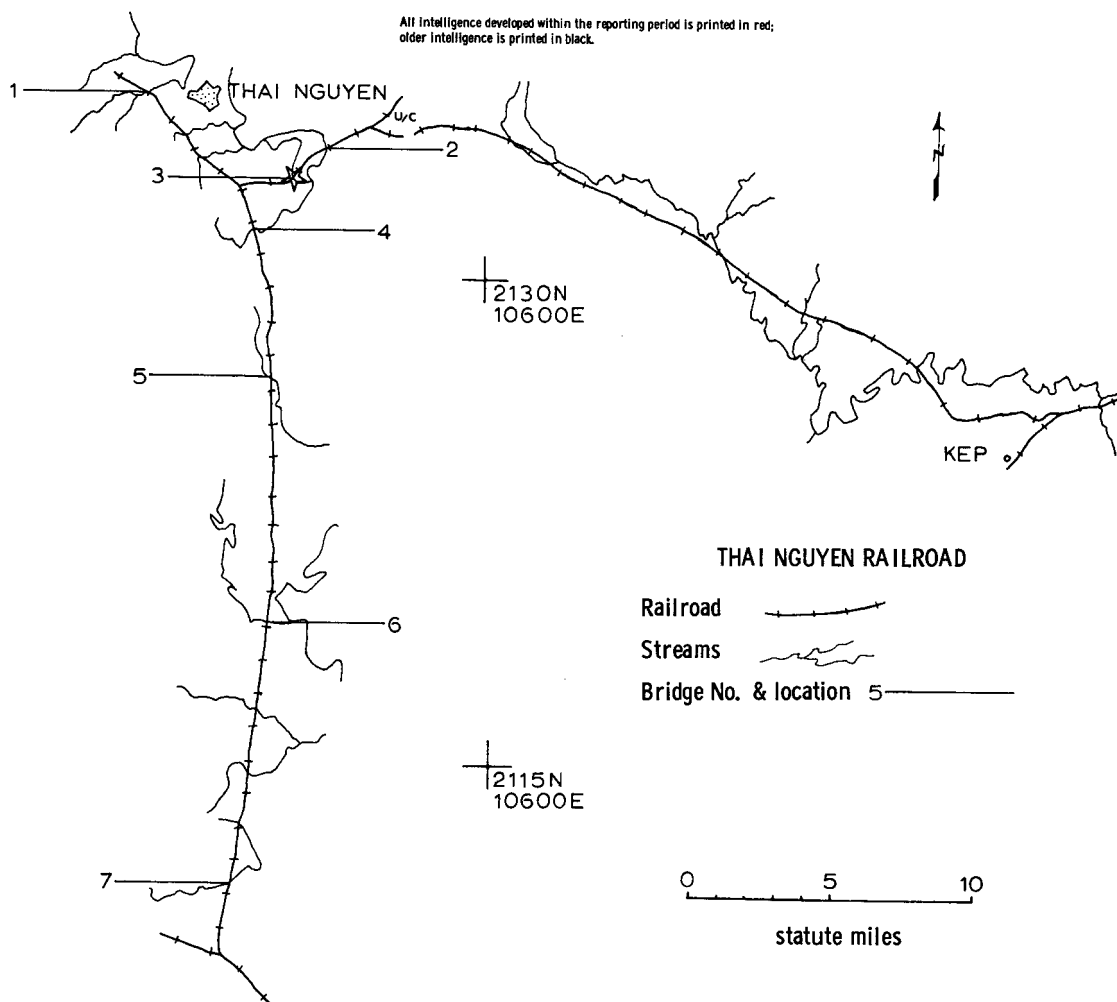
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KEY

All Maps within this report have been keyed in the following manner:

- ★ Main bridge bombed - now serviceable.
- ★ By-pass bridge or bridges serviceable.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ By-pass bridge under construction.
- Original bridge has not been damaged or destroyed based on available photography.
- ▨ Extent of rail line covered by available, interpretable photography.
- Item of Interest. Turn to the item number within the section for further information.

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